Government have not approved any scheme known as Prime Minister's scheme for construction of moterways.

However, it is presumed that the hon'ble M.P. is referring to Pradhan Mantri Bharat Jodo Pariyojana under which 4-laning of about 10,000 km. of National Highways were proposed to be taken up with public-private partnership. Since this scheme is proposed to be implemented by the National Highways Authority of India, this has been renamed as National Highways Development Project Phase-Ill which is still under proposal stage.

Conditions of Dubai Port International

808. SHRI A. VIJAYARAGHAVAN:

SHRI K. CHANDRAN PILLAI:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether steps were taken on conditions of Dubai Port International (DPI) in relation to the International Container Transhipment Terminal (ICTT) at Vallarpadam;

(b) if so, the details including new conditions like payment of royalty and crane height and decision taken by the Board of Trustees of Port and final clearance given by the competent authority;

(c) whether steps were taken for shifting of Rajiv Gandhi Container Terminal (RGCT) to Vallarpadam island;

(d) if so, the details thereof and if not reason for the same;

(e) whether above issues would delay the project further; and

(f) if so, the steps taken/proposed to be taken to avoid such delay?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) to (f) While conveying the sanction of the Central Government to the proposal of the Cochin Port Trust (CoPT) for award of the contract for development and operation of International Container Transhipment Terminal (ICTT) in Cochin Port on Build, Operate and Transfer (BOT) basis to M/s Dubai Port International, Dubai, UAE (DPI) on the 9th

September, 2004, CoPT was, *inter alia,* requested to take further action to expeditiously start work on the project. DPI, with whom CoPT took up the matter, requested for certain concessions/facilities to facilitate its early migration from Rajiv Gandhi Container Terminal (RGCT) to ICTT which are in addition to what has been provided for in the draft License Agreement which had earlier been finalised after discussions between CoPT and the prospective bidders during pre-bid meetings before submissions of the price bids. The additional concessions/ facilities sought by DPI include deferment of part of royalty payable to the Port Trust during the first eight years of the license period, a more liberal instalment plan for payment of upfront amount to the Port Trust, allotment of more land and relaxation in height restrictions for operation of cranes in RGCT. A revised Proposal submitted by DPI in the form of a revised draft License Agreement was placed by CoPT before the Board of Trustees (Board) for perusal and appropriate decision. The revised Proposal aims at early migration of DPI from RGCT to ICTT. It also binds DPI to implementing the ICTT project in a time bound manner subject to CoPT fulfilling the Conditions Precedent and obligations on its part as set out in the revised draft License Agreement. The Board, in its meeting held on 25.11.2004 considered the revised Proposal after taking into account various factors including an assessment of the financial implications of the revised Proposal as placed before it and recommended the revised Proposal to the Government of India for final approval. The request of CoPT for Government approval to the acceptance of the revised Proposal submitted by DPI has been received and is under process for obtaining the approval of the Competent Authority.

Revival plan for HDPEL

809. SHRI DIPANKAR MUKHERJEE:
SHRI CHITTABRATA MAJUMDAR:

Will the Minister of SHIPPING ROAD TRANSPORT AND HIGHWAYS be pleased to refer to the reply of Unstarred Question 2527 given in the Rajya Sabha on 26th August, 2004 and state:

(a) whether the revival plan of Hooghly Dock and Port Engineers Ltd., (HDPEL) has been firmed up;